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GM GENERAL MOTORS

War-Craftsman

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G.M. Man helps deliver first Lancaster to England

RUHR EXPRESS SEE STORY ON PAGE 3

BEAUTY AND BRAINS are both quite apparent as a quality of these Oshawa girls who have contributed suggestions and won prize money in the parent plant since the inauguration of the Suggestion Plan.

SOME REGINA AWARD WINNERS are pictured below as interest in the plan is reported to be gaining among all employees at the prairie plant.

HELEN FOSS, Class C—$10.00. **ELWIN COBURN**, Class C—$25.00, also $10.00 and $5.00.

HENRY GIELENS, Class C—$5.00.
E. SUMMACH, Class C—$20.00.

GEORGE KEITH, Class E—$10.00.
EDDIE KELLN, Class C—$5.00.

Left to right **JOSEPH KURZ**, $25.00. **ALLAN COPEMAN**, $5.00. **JOHN IMBREY**, $25.00.—Class C Awards.

REGINA WORKER EARNS 3 AWARDS

Suggestion Plan Summary Shows Progress In Three Plants

Important Awards Under Consideration at Oshawa; Special Appeal To Engine Plant People

Since the last report to the War-Craftsman, seventeen Regina Industries employees have won awards totalling $255.00. A survey of the ideas reveals that the employees are thinking along progressive and constructive lines.

Top award so far goes to Joe Deshors for an improved method of machining the base on Oerlikon single naval mounts, which netted Joe $60.00.

Two splendid suggestions in regard to reworking of parts are worthy of mention. First, Hugh Pearce, who earned $25.00 for the suggestion that inspectors indicate on the rework tags the number of the gauge used to make the check. This enables the operator to pick up the proper tool for the re-working without delay. Then, Helen Foss, with the suggestion that both the operator and set-up man check the re-work slips before removing jigs or resetting a machine.

Then there is Elwin Coburn, who had three suggestions approved, all of which tended to simplify and improve the quality on the particular operation on which he was engaged. These suggestions netted Elwin a total of $40.00.

Another suggestion of interest was that of John Imbrey, who, noticing that certain machines in his department were overloaded, devised a simple attachment which enabled the work to be done on other machines and thus divide the load.

So, although no one, thus far, has come through with an idea which will win the war single handed, it shows, as we said at the start, that the boys and girls at Regina Industries are taking a keen interest in their work and are thinking along good lines.

Oshawa Summary

Despite vacations, inventory and summer changes in the plant, very valuable suggestions are still being received by the Suggestion Committee at Oshawa, and, while no one received a major award during the last month, it is understood that at least one and perhaps two more suggestions are under consideration at the present time that may result in substantial awards being made to those who sent in the suggestions.

Following is a summary of awards paid in Oshawa since the last issue of the War-Craftsman:

Employee	Department	Award
W. D. McNaughton	No. 3 Army Line	$10.00
A. W. McKinley	Body Assembly	10.00
Mildred N. Morris	Plant Records	5.00
W. C. Lott	Body Assembly	25.00
Clifford Harman	B. P. Inspection	5.00
Jack S. Norris	Shipping	20.00
T. R. Rahme	Maintenance	20.00
Richard March	Aircraft	5.00
*Carlton L. Morgan	Trim Shop	150.00
*Hugh W. Hicks	Shipping	151.50

*Pictures and story to appear in November War-Craftsman.

Windsor Appeal

A special appeal to employees of the Engine Plant has been issued by the Suggestion Committee Chairman, who is anxious to see an all-out interest in suggestions for victory, upon the part of all employees. The special appeal asks the question "Why haven't you made a suggestion?" and the text of the appeal follows:

"Is it because you are not interested in extra money or is it because you feel that you couldn't get any satisfaction out of suggesting a way to make your own job easier? Maybe you like to feel that it's "George's" job to devise methods for improving products, and to make your own job safer and more pleasant . Perhaps you think you aren't being advanced because you don't know the right people. That's a lot of "poppycock," and easily disproved by tracing the progress of individuals in your own organization. Start your brain to work for Victory—the Suggestion Plan requires no entrance "fee"—just an idea.

JEAN CREUSOT, Class C—$5.00.
JOE DESHORS, Class B—$60.00.

J. J. FOSTER, Class C—$10.00.
A. MacDONALD, Class C — $5.00. MacDonald had previously won a $15.00 award in Class C.

NEW APPOINTMENT

Allan Andrews is the new Warehousing and Distribution Manager for General Motors Products of Canada, Limited, with his headquarters at Oshawa.

Allan, who brings with him many years of valuable experience, is now responsible for all warehousing and distributing policies and activities, both at head office and in the field, including parts depots.

Immediately prior to assuming his new post, Mr. Andrews was on loan at the request of the United States' Government to establish and supervise Parts Depots on the new Alaska Highway. Joining the company in 1926 his experience has been of such a variety that Mr. Andrews is well fitted for his new job. He has been Parts Manager in the Winnipeg and Calgary Parts Depots, Truck Manager of the Vancouver Zone and also served as a District Sales Manager in British Columbia.

Mr. Andrews' appointment is in line with the new General Motors' program of improving parts depot facilities all across Canada. His experience with dealer and distribution problems will be extremely useful in his new capacity.

Interviewed by the War-Craftsman, Allan said he liked the idea of coming East very well, but finds it a little crowded after the wide open spaces, especially since he has not yet located a house for his family of three. He says he plays golf as a hobby and he really means it's a hobby, because no one would suspect him of taking the game seriously, who could see his last few score cards.

ALLAN ANDREWS

GM MAN IN DELIVERY FLIGHT OF FIRST LANCASTER

Sgt. Ross Webb Tells The War-Craftsman of His Bombing Record

Ross Webb who is referred to in this story is second from the left in the front page picture of this War-Craftsman.

General Motors folks had a representative among the crew of the "Ruhr Express," first Canadian-built Lancaster bomber, which was christened at Malton recently, and later headed across the ocean to help accelerate the pounding of the Axis countries. Sergeant Ross S. Webb, one of the seven airmen who took the big ship to the battle zone, is a member of the War Service Honour Roll, as a former employee of the Fort Frances Chevrolet dealership.

Webb's post in the plane is wireless air-gunner, and like the other members of the crew he is a real veteran. He has already had thirty-two operational flights, most of which were in company with some of his comrades in the "Ruhr Express." All of them are familiar with the bombing run over Germany. On Sergeant Webb's first three trips his Lancaster was attacked by German night fighters. He has little affection for the "Happy Valley" as the Ruhr is called. "It's the most heavily defended area in Germany," he told the War-Craftsman, "but it's really getting pranged. The last time we were over Essen it was a shambles."

Frequent visitor of Germany though he is, Webb can't compare with the skipper of the "Ruhr Express" in this respect. Squadron Leader R. J. Lane, D.S.O., D.F.C., has a list of fifty-one bombing flights to his credit, including daylight raids on the Scharnhorst and Gneiseneau, the low level attack against the von Terpitz, and four raids to Berlin. The toughest spot of his flying career was in a raid over Cologne when "flak" cut a petrol line when his aircraft was over the target, and two tanks of gasoline were lost. An enemy night fighter then attacked the bomber as it headed for home on three motors. Three guns in the tail turret were out of operation, and after standing off three attacks Lane dove the bomber into a cloud cover ten thousand feet below and escaped. He has returned to base on three motors no less than twelve times. Squadron Leader Lane was at the controls of the big Canadian-built bomber when it took the air at Malton for the run to Britain.

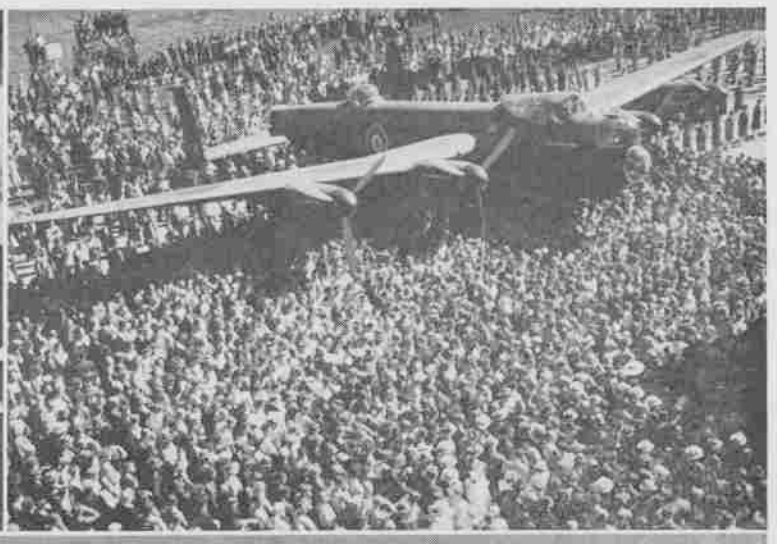
Their plane weighs 35,000 pounds and it can carry a bomb load of 15,800 pounds. The bomb compartment, a marvel of complexity, is 33 ft. long, closed by two doors curved to follow the line of the fuselage. They can be opened hydraulically in five seconds.

The machine has bullet-proof gasoline tanks, holding 2,154 gallons and fully loaded the plane weighs more than 30 tons. It can take off from a concrete runway in about 650 yards at 90 miles an hour, and climbs 1,000 feet a minute. It cruises at about 200, but can attain top speed of more than 300 miles an hour.

Webb and the other members of the crew "stole the show" at the christening ceremony when they modestly told their experiences to Loren Green in broadcast interviews.

Ross Webb was born on a farm near Glenavon, Sask. While employed with General Motors at Fort Frances he lived with his uncle J. Neil Webb. He has three brothers in the air force.

Says John McVey, Fort Frances dealer: "He was a very thorough and conscientious workman and we were sorry to see him leave and are all very proud of his excellent showing in the Air Force and wish him the best of luck in the future." And that goes for all of us G.M. folks.



AN EXPERIENCED CREW with long records in operational flights over the "Fortress Europe" was on hand at the Toronto landing field to pick up the first all-Canadian built Lancaster bomber for delivery to the Bomber command in England. Of particular interest to G. M. people is Ross E. Webb, shown centre in the group top left picture. A large crowd was on hand to witness the launching of this huge airship. They watched the brief ceremony as shown above, then saw the huge four-motored plane take off for England, below right. "Bambi" the bomber crew mascot gets a sunning in P.O. Boczar's hat, just prior to the takeoff. Here's hoping the little white puppy brings them all good luck.

Canada Needs Your Salvage. Do You "Get In The Scrap"?

"I can't do any active service duty as I was rejected from the army for physical reasons," says **Harold J. Knapp** of the Walkerville Expense Stores. "However, there is nothing to stop me from helping the war effort by buying War Bonds and aiding in the salvage of material. For every small article which we salvage or have repaired we allow that much more material to be used in the manufacture of war goods. I often get two or three extra shaves from a razor blade which ordinarily I would discard, but when I think of the steel which would be necessary to replace it I just grit my teeth and let it pull."

* * *

Elmer Wackley—Plant Protection Officer at the Walkerville Engine Plant replies: "I am always on the lookout for salvage. Articles such as burnt-out bulbs, tin cans, bones, and anything useful for salvage I promptly turn over to the salvage committee. I am going to give them the driveshaft out of my car next week. Salvaging articles not only helps the war effort but is a national economy."

* * *

"As we so diligently salvage scrap materials here at the plant, the idea seems to get into one's blood. Wherever I go I automatically save on materials and am very careful not to destroy anything that may possibly be used again or salvaged", is the opinion of **Beaumont E. Sprowl,** Walkerville plant electrician, who also adds, "If salvage will help win this war it is a very small chore for anyone to do."

GLAD NEWS FOR SOLDIERS' FAMILIES

Officially reported missing in action during operations in Sicily, George Metcalfe is now revealed to have been taken prisoner and fully recovered from a slight injury above his eye. Pte. Metcalfe's parents received the glad news via a letter from another Oshawa soldier Nelson Vallaincourt, who through some error in despatches had been reported killed in action. In Vallaincourt's letter to his overjoyed parents he just happened to mention that George Metcalfe was in the same Italian prison camp. Metcalfe was formerly employed in the Shipping Department at Oshawa.

FROM THE ARMED FORCES LETTER BOX

A former hockey star and well known Oshawa man is Dan McTavish, who now works in the Directorate of Design of Equipment and Maintenance at Canadian military headquarters in England. In a recent letter home Danny writes: "I have seen an amaxing number of Oshawa and General Motors men since I landed in England. Cyril Elliott spent a few days with me at different army camps. He is a darned good man, doing a swell job for G.M. as are the other G.M. representatives over here. I hope you can see England after the war. The country here is enjoying one of its best summers in years. The weather occasionally has been as hot as I ever experienced in Canada. The crops are excellent and there should be a bumper harvest over here. I have never anywhere seen a building that could attract one's attention the same as the Parliament Buildings in London. Jack Aldwinkle, Bill Russnell and I made a tour of the Abbey, No. 10 Downing Street and other London historic spots during a week end spent together here. Please say hello to the Export gang for me."

DAN McTAVISH

From Fort Nelson, B.C., we hear from L.A.C. Frank Hance, who is looking forward to a leave soon and hopes to get back and see all the boys

(Continued on page 11, col. 1)

NORMA NELSON

Miss Regina Industries of 1943

A Toast to Beauty

HELEN SIMS

OLGA TOKEVICH

JOSEPHINE TOKEVICH

BLANCHE FRAIPOINT

WHEN the War-Craftsman was asked to select the winner among the five finalists in the R.I.L. Beauty Contest, we accepted the assignment with fear and trembling, wondering how we might escape the consequences of our decision. But we feel certain now that our selection will prove popular, because it has been submitted to a great many people, whose votes have elected Norma Nelson as the winner with a slight edge over the other four contestants for the title. Voting for the other four girls was not sufficiently conclusive to place them as second, third, fourth and fifth, since they were all close seconds. In the polling booth at the War-Craftsman office, the number of voters was well into three figures before the final decision was made. Both the portrait pictures shown above and the group picture of the five girls taken at the picnic grounds when the five finalists were selected were displayed in our office. So many votes were recorded for each of the five girls that it took several days before a clear decision could be reached.

So here's a toast to Miss Norma Nelson, Miss Regina Industries of 1943, and the other four representatives of beauty in our Western plant, who might well provide the inspiration for another writer to quote, "Go west young man, go west."

Know Your Plant . . . NO. 3 OF A SERIES PRODUCTION CONTROL DEPT.

Production Schedules Provide Time Table For Assembly Lines

Visitors to G.M. plants in Canada would be amazed at how readily and accurately the answer can be given to the stock question, "Is everything under control?" The answer to this question can be found in the Production Control departments of the various plants, whose job it is to see that materials used in the production of our war weapons arrive in sufficient numbers and are distributed to the right place on our assembly lines in the proper quantities and at the right time.

The Production Control departments prepare and distribute information regarding the units being produced through the medium of schedules, which will enable the Purchasing Department to purchase material and the Production Departments to manufacture parts and sub assemblies required to produce such units to meet our monthly production schedules "on time."

For example, in the manufacturing of motor vehicles it is necessary to synchronize the production of bodies, axles and motors so that along with all sub-assemblies and the thousands of parts as purchased, they will arrive at their required operation as needed to produce the major unit on an uninterrupted assembly line. The bodies are built in the West Plant; the axles produced at McKinnon Industries and the motors assembled at Walkerville. The boxes in which the vehicles are shipped, are manufactured by various box sources in Oshawa and Whitby. Each of these items being of a major nature, presents a serious production problem if banks or reserve stocks, are not held down to the minimum requirements.

The system of Production Control has been so developed that it is known definitely what jobs will be built each day for three weeks in advance, and complete details for the line production operators is distributed several hours before any particular unit is required at any given point in the production operation.

A better appreciation of what Production Control means will be gathered from the fact that at the present time we produce twenty different basic motor vehicles. There are 35 different body options and we also have 36 equipment options each requiring material peculiar to that application. Yet at any moment the Production Control Department can lay their hands on any one of the several hundred army vehicles being produced. In the Oshawa office two telautograph machines in the Production Control Department provide a constant stream of information from which any particular job can be instantly located and its state of completion known.

Regina Operation

A layman visiting Regina Industries invariably leaves with the lurking suspicion that he has just witnessed a major miracle. A miracle of changing stacks and stacks of assorted and seemingly unrelated raw materials into sturdy, vicious weapons of war. Perhaps he has, and if he has, the miracle is to a great extent due to the efficient planning of the Production Control Department.

Some grasp of the magnitude of the task confronting the Production Control Department at Regina may be obtained from a glance at the records for the month of January, 1943. From the 1st to the 15th of that month, 153,422 new parts were started through the plant, and during the last half of the month another 172,266 new parts were started. When one considers that these parts average ten to fifteen different machine operations, and that some parts run as high as twenty or thirty operations, the task assumes staggering proportions.

And so it goes on—each month new parts, new problems—but still they arrive where they are wanted and when they are wanted.

The supervisors of the assembly lines are happy—the inspection staff are happy—the service men who get the weapons are happy. There is even a rumor that the Department of Munitions and Supply representatives are happy too, which is just one more reason for thinking that perhaps it is a miracle after all.

AGRICULTURAL EXPERT is John Burns, member of the police force at Regina Industries, who is a well known authority on grain farming in Southern Saskatchewan. Mr. Burns has written and published three books on crop coverage, moisture conservation and the prevention of soil drifting. While all are not altogether in accord with Mr. Burns' theories, many leading western agriculturists firmly believe that his books hold the key to successful grain farming on the prairies.

Safety Off The Job Is Most Important Too

Accident Total In Homes And On The Road Exceeds War Toll

Insurance Records Show Need For Constant Safety

If by some miracle the number of accidents which occur in private homes and on our highways could be reduced to nothing, we could replace the lives of all men lost in our fighting forces since the war began, and have at least an equal number of extra Canadian citizens. Since the beginning of the war motor car accidents alone have caused nearly double the number of deaths on our fighting fronts. Accidents in the home have accounted for more casualties than army operations, although deaths have been slightly lower.

Accident prevention authorities point out that, especially in war time, safety consciousness should be one of the first rules of everyone's conduct, whether it is in the home, on the highways or in our factories. They say that factory men are usually given more training in the matter of safety on the job; but point out that most of these rules apply to similar circumstances outside of the ordinary working day.

No-Accident Record In 21 Departments

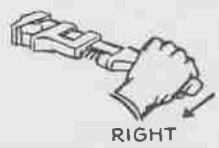
Big Improvement Seen In Two Other Large Departments

Reports from the Chief Safety Inspector's office in Oshawa, compiled as of July 31st, show twenty-one departments completed seven month's operation without a single lost time accident. In the record it is also revealed that two departments in the plant have made a substantial improvement in their record, as compared with the same period in 1942. The Shipping Department with only two lost time accidents to the end of July, shows an 82% improvement over last year's performance in this regard. The Material Handling Department slipped by a single accident from obtaining a perfect record, which represents an 80% improvement over the first seven months of last year.

The Departments listed below are those with an enviable perfect record, as of July 31st, 1943:—

Light Reject Radiator, Nickel Plate, Sheet Metal Plate, Rods and Tubing, Wire and Harness and Final Body, Gun Mount, Heavy Reject, W. P. Inspection, N. P. Salvage, Wood Mill, Cutting and Sewing, Metal Stockroom, W.P., West Plant Paint, Hardware Stock, Garnish Moulding, Tool and Die, West Plant, West Plant Inspection, West Plant Salvage, Salvage Stores, Parts Distribution.

IT CAN BE AN INSTRUMENT OF TORTURE



One of the main agencies of industrial injuries are hand tools. In this classification wrench accidents are quite high. The reports show that while severe wrench injuries were sustained by workers in various trades and degrees of skill, the majority occurred to machinists, mechanics, machine operators and maintenance men.

A slipping wrench is the most common cause of injury. Slipping is generally traceable to one of the following reasons: — Incorrect type or size of wrench. Improper fitting on the nut. Using while in an awkward position. Worn or defective tool condition. Exerting pressure in the wrong direction.

Using a wrench while on a ladder or scaffold without taking proper precautions is a frequent source of injury. Safety equipment should be used whenever practical and workers should carefully assume a balanced position to prevent a fall in the event the wrench slips. Reports show that many injuries occur while someone was trying to use a wrench in an awkward position when he was near moving or dangerous equipment. Other accidents were due to using a wrench that was worn or defective; others were caused by overexertion; attempts to use a wrench instead of the proper tools; or carelessly dropping or throwing a wrench.

Accidents have happened to men while using a heavy wrench by assuming an awkward position such as bending the back instead of the knees or other bad positions that resulted in a strain when the wrench slipped.

Pulling wrenches in the wrong direction causes accidents due to the wrench slipping or the loss of balance of the workman. Be sure the jaws of the wrench are facing in the right direction.

The use of a proper wrench for the job cannot be over emphasized. Using a pipe extension to attain greater leverage is very bad practice and is likely to cause injury if the wrench breaks or the jaws spread and slip off the nut, allowing the man to fall. Worn or defective wrenches should not be used, they should be turned in for repair.

Most accidents with wrenches can be prevented if the following rules are observed:—

1. Check wrenches regularly to see if they are clean and not worn or defective.
2. Use the right wrench for the job, both as to type and size. See that it fits properly on the nut.
3. Shut off a running machine before using a wrench on or near it.
4. Assume a balanced position to prevent a fall if the wrench should slip or break. Working on ladders or scaffolds calls for extra precaution.
5. Aim the jaws in the direction of the pull—and a steady pull is better than a jerk.
6. Using a hammer on a wrench, or a wrench for a hammer often causes trouble.
7. Use the safety equipment provided; it is of no value in your tool box.

The SWAP Column

MAIL YOUR BARTER ADS TO EDITOR, WAR-CRAFTSMAN, NO CHARGE

WANTED—12-gauge shotgun shells. Cash on the line for any quantity. Phone local 206, Regina Industries Limited.

WANTED—Motorcycle, good condition. Will pay cash. Phone General Motors, Oshawa, local 537.

1000 WATT hot water immersion type heater. Will exchange for dresser or chest of drawers. Call GM Oshawa, local 771.

Eye Disease Spreads If Left Unchecked

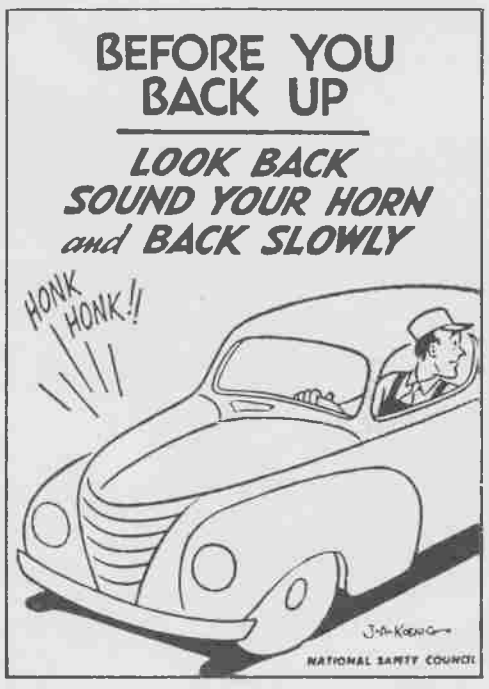
Plant Physicians List Rules To Prevent Outbreak Of Infection

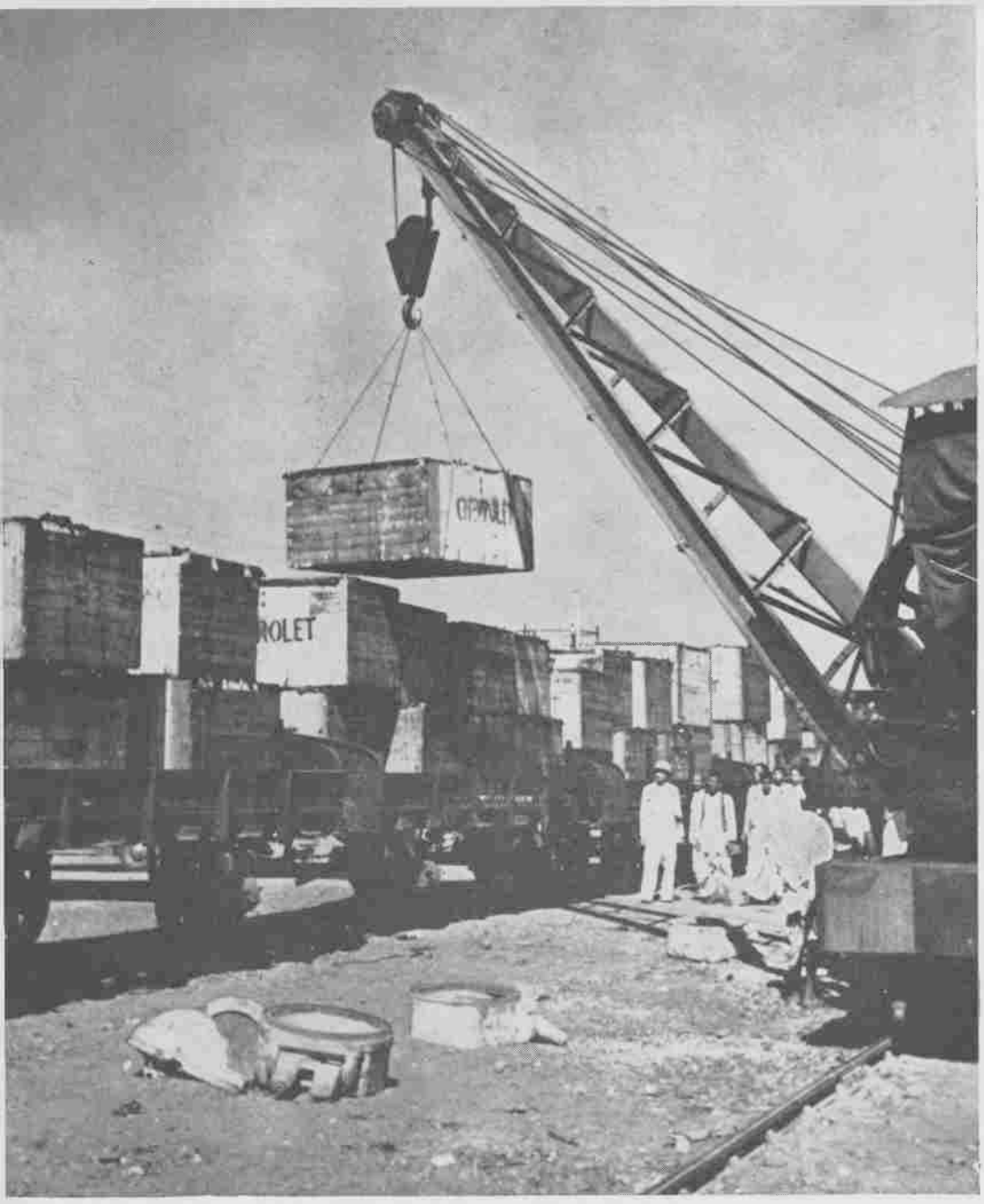
A serious eye infection has turned up in several industrial regions in United States and Canada. Its scientific name is "epidemic keratoconjunctivitis." It usually begins with an irritation that makes the patient feel he has something in his eye, but examination reveals nothing. The irritation gradually becomes worse and more painful and the eye becomes red and inflamed. The discharge from the eye is watery, and the patient just "does not feel good." Neither the name or the epidemic should cause serious alarm in any GM plant at the present time, but plant physicians suggest that a thorough instruction of the care and treatment of the eyes should be given to every employee.

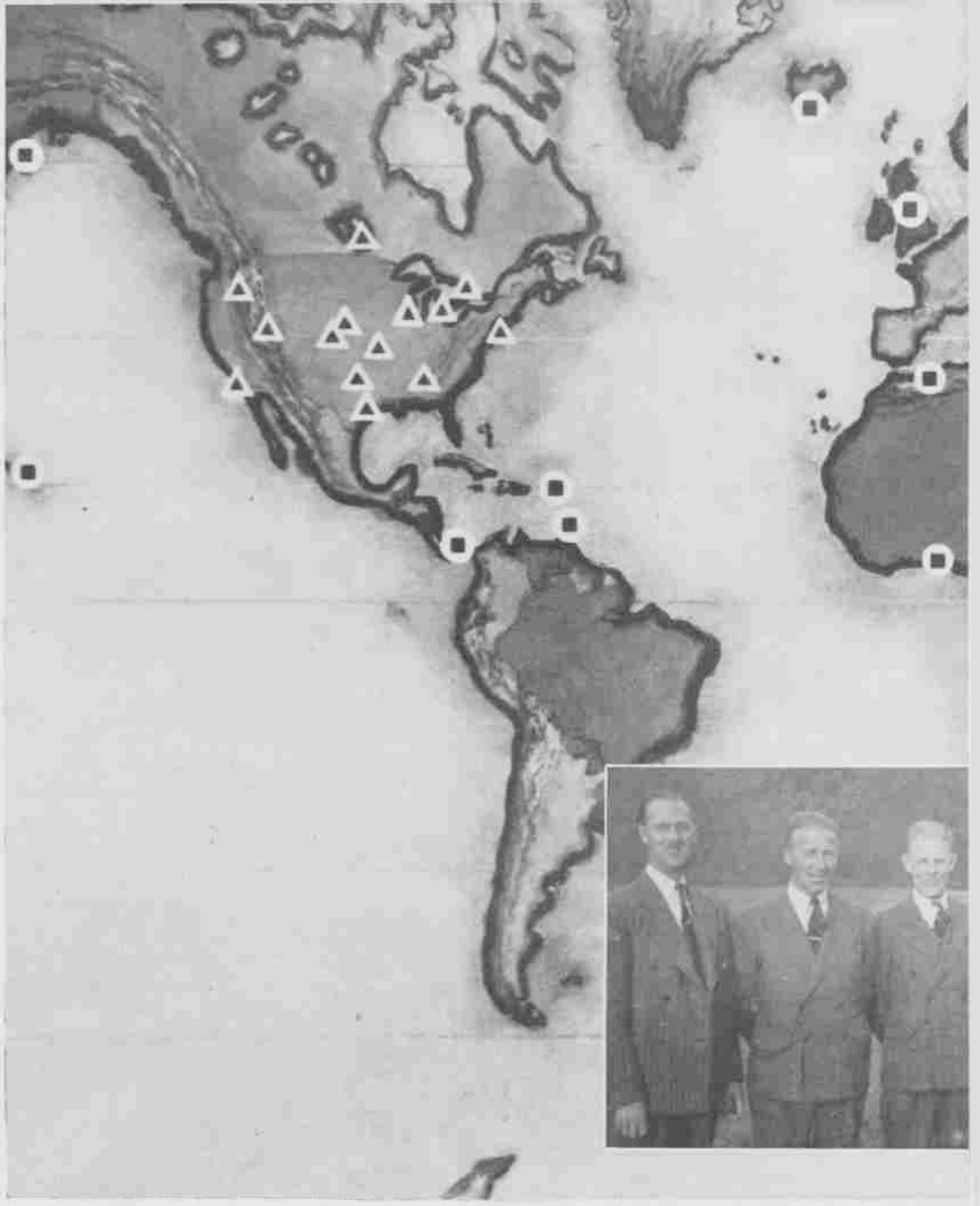
Although, employees may not have eye trouble at present, it is important to prevent it and its spread in case it does develop. Most diseases of the eye are not occupational, but they spread where people congregate at work, in schools or in public places. Families should be instructed to steer clear from direct contact with people who have sore eyes.

Following is a list of things you can do to keep from getting any infection and to keep from passing it to others in case you do get it.

1. Under no circumstances exchange goggles or eye shields with anyone. This goes for welding shields and other equipment of this type.
2. Keep away from direct contact with anyone who has a "pink eye."
3. Do not use a common towel anywhere. Even at home it is better for each member of the family to have his own towel.
4. Do not try to be helpful to anyone anywhere by using your handkerchief, a toothpick, or anything else to remove something from someone's eye. This is very bad anyway, and is much worse with this threat hanging over us. If you have something in your eye, go to your doctor or the plant medical department and have it removed.







SCATTERED AROUND THE WORLD are the wartime service activities of General Motors. In the map (above centre) the square dots indicate principal service centres. Triangular dots represent the larger centres in U.S. and Canada. (Above left) unloading Chevrolet vehicles in India. Picture to right of map shows repair shop for military trucks in Australia. Superimposed is a group of Canadian service engineers stationed in England or enroute to Canada. Left to right, W. A. "Bill" Waffle, (India); Walker E. Mitchell, (India); Larry Barnes, H. Marney Black, (India); Andy N. Liske, Bill Little. Other G.M. of Canada service engineers are stationed in the Middle East, including Jack H. Leigh, Eric Thompson, George W. Jarvis. Others in England are Johnny Northcott, Cyril Elliott, Bob Ross and Norman H. Daniel, Director of the United Kingdom Group.

BLUE PRINTS ARE BORN ON THE BATTLEFIELDS

Skill And Experience Is Also Exported For Victory

The lessons of this war come hard and fast, leaving no time for the measured, steady progress which was characteristic of the motor car business in peacetime. Nowadays General Motors finds it necessary to maintain a staff of special field technicians and observers close behind the men on the fighting fronts; close enough to know the sting of desert sand, the taste of salt spray, the sound of overhead dog-fights. Among these technicians are many from General Motors of Canada, playing a big part in the study of performance of our wartime products.

From the reports these men send back—from England, Egypt, India, Australia—blueprints for new and better instruments of victory can be shaped by home-front teamwork between General Motors Engineers and Army and Navy experts.

It is worthwhile to survey the far flung field service program of G.M., not only to see where our Canadian technicians fit into the picture, but to see how General Motors field war equipment is kept at top operating efficiency on the many fighting fronts of the world.

Among the important developments in the service program was the setting up of emergency assembly plants for military vehicles in the Middle East; these in addition to plants in many countries which were converted to war production or assembly. Canadian G.M. men were among the early arrivals in the Middle East theatre.

Back of the Field Service, of course, there are many training schools in the United States and Canada, which graduate army technicians who have to keep the equipment serviceable in actual combat. Typical of these schools is the one at Oshawa where one thousand men in uniform have been graduated and have passed on their training to many thousands in Canada's military districts. Connected with this school is the task of producing Shop Manuals for wartime use and these do valuable service in the field.

The part that Canadian General Motors men play in this great service organization is important in the Allies' war plans. The whole object is to keep mechanized equipment functioning at top pitch. Fields of action are thousands of miles away from the sources of production, shipping requires weeks and sometimes months, there are hazards and frequently losses in transit, and the essential equipment to wage war is not only of great variety but of a highly technical character requiring specialized maintenance and service. Under these conditions a weapon restored to action on the front weighs heavier in the scales of victory than a new weapon produced at the factory.

A REFRESHER COURSE is taken by all parts and service experts who go overseas to make blue prints on the battlefields. Here the latest contingent to leave for overseas service is seen replacing an army truck motor after taking it down to see what makes it tick. Left to right they are: Jerry Campbell, Charlie Sauroil, Andy Carlyle.

Under the requirements of global warfare the problems arising from the intensive use of vast quantities of mechanized equipment are multiplied. Climate, temperature and ground surface conditions vary greatly, and of themselves create maintenance and engineering difficulties. Lubrication, carburetion and engine cooling problems, for example, are quite different as between Alaska and the Solomons, or China and the African desert. But everywhere the job remains the same: airplane engines, trucks, tanks and guns must operate as near maximum efficiency as possible, and when damaged in action must be restored to effectiveness with minimum loss of time.

By working directly between Cairo and Oshawa, the group in Egypt was able to speed up location of parts and service information. They found that experienced men right on the job can offer advice or suggestions. As men familiar with the company's own requirements in reports, they can speed up the required action when some difficulty is discovered. They use army communications by way of London and Ottawa but cut out red tape.

Perhaps it is no surprise to know that not everything turned out as they might have expected. Jack Leigh and Eric Thompson, General Motors servicemen in Egypt, complain of sand in their shaving kits and the high cost of living. They mention that the only thing not expensive in Egypt is roses—and one cannot live on roses

IN CHINA as in other combat areas service facilities must often be improvised. Here the guns of a Curtiss P-40 are being repaired under G.M. supervision. Trained experts in servicing the GM built Allison engine which powers this plane are sent to the world battle fronts to direct field repair work.

GRUELING TESTS IN TUNISIA were given to Canadian Army Vehicles before the "big push" and before the Sicilian invasion. Here an Oshawa built reconnaisance car goes through its paces. Service experts sent from Oshawa are on the spot, helping in performance problems created by extreme temperature variations, dust storms and sand.

BLINDFOLD TEST of dis-assembly and assembly of 20 mm. cannon is a requisite of a course at the armament training school of the Oldsmobile Division of General Motors.

BACK OF THE FIELD SERVICE is a great training organization. A typical "war college" is the service school conducted at Oshawa. One of the study rooms is shown here.

War-Craftsman

VOLUME 2 OSHAWA, OCTOBER, 1943 NUMBER 12

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• Editorials •

"ANOTHER OMEN?"

In the January 1943 issue of the War-Craftsman we posed the question concerning the despatch of General Motors Parts and Service technical experts to Egypt, "is this an omen of victory?" Perhaps there was more truth in this implication than we realized. Because it implied the gathering together of enough military vehicles to bring an army on wheels to victory. Later other G.M. trained men have gone to England and to India—a fact that is no secret now. Are we not justified in assuming that again the signal has been given. That mighty forces are in the making for the two final attacks that will smash the Axis. Are these other omens of the early victory we all hope for?

ACHIEVEMENT

All General Motors employees have received their copy of the pocket-sized booklet "Achievement." Sometime ago the management decided that much could be gained by publishing this complete record of what our whole organization has accomplished in production for victory. The book is a word and picture account which takes in the activities of all General Motors plants in Canada during the war years to date.

Soon, we all hope, will come a day when shining new General Motors cars will again be in our dealer's show rooms and on the street, making their bid for public favor. Since we have been comparatively little within the public eye for the war years, the questions most of our potential customers will be asking are: How have you been increasing your production "know how?" How have you been expanding your effort in the war years? How have you proved that your products are still worthy of public esteem?

Until now security regulations always connected with the manufacturer of war materials have made it impossible to print such a complete record of the company's operations. It was thought, now that it can be told, employees should be the first to be given the complete story.

HOLDING THE DYKE

Canadians have provided a huge reservoir of funds through the purchase of War Savings Certificates and Victory Bonds which is being maintained to ensure the flow of arms and equipment to our fighting forces. Were it not for the children of Canada who buy or own War Savings Stamps, the trickle of funds from our national reservoir caused by those adults who cash in Victory Bonds and War Savings Certificates might grow to proportions that would break the dykes that maintain Canada's financial security at a safe level. So far the value of War Savings Stamps purchased just equals the amount of support withdrawn from the nation by cashing in Victory securities. Encourage your children to buy more and more war sav'ngs stamps. Perhaps they don't know about inflation and high finance, but they know the story of the Dutch boy who held the dyke and saved his country.

GOLD IS WHERE YOU FIND IT

Our division of General Motors Corporation stands high in the comparative picture of suggestions made and awards granted, according to the rules of the G.M. Suggestion Plan.

In every division of the Corporation where a Suggestion Plan has been operated, there has been a great flood of suggestions for committees to handle during the first two months of the plan's operation. This is inevitable because there is always a certain amount of "free gold" lying around to be picked up whether the digging is for ideas or gold or both. It is a tribute to our G.M. folks ability to think on the job that the Suggestion Committee is still receiving an impressive number of new ideas to consider each month. Would it be starting an argument to suggest that since to some extent the cream of the crop of ideas has already been submitted, that employees who are continuing to send in new ideas are deserving of more praise than those who rushed to the suggestion boxes in the early stages of the game?

FRIENDS AFTER THE WAR are being sought and won by the regular Sunday afternoon N.B.C. Symphony Concerts sponsored by the General Motors and covering a tremendous audience of Canadian and American listeners, catering to the fast growing public taste for good music. G.M. has obtained the services of two world-famous conductors, Toscanini and Stokowski. Mr. Frank Black, who is increasingly becoming recognized as another music master. If you haven't already listened in to this musical treat, tune in next Sunday (5.00 to 6.00 P.M. E.W.T.) to your local favorite N.B.C. station.

IT MAKES A DIFFERENCE, DOESN'T IT?

"Oh, I didn't use much gas on that week-end trip."

But—If one Canadian plane must remain at its base just because the gasoline supply is low and an Allied victory is lost—

It makes a difference, doesn't it?

"I just can't afford to buy another bond."

But—If the war is lost just because our boys run short of ammunition, when the firepower of a single plane or tank might have been the turning point in a crucial battle—

It makes a difference, doesn't it?

"I won't be missed if I don't go to work today."

But—If every G.M. employee made the same decision on that same day and production of vitally-important war materials came to a complete standstill causing the loss of a son or a brother—

It makes a difference, doesn't it?

These and many similar matters may seem insignificant in our life of comparative ease here at home. But thousands of miles from here where the destiny of a world is being determined—

It makes a difference, doesn't it?

STAMPEDE FOR VICTORY was the slogan of an Oshawa 5c to $1.00 store, which undertook to make a quota of $2,500.00 worth of War Savings Stamps in the month of August. General Motors loaned this reconnaisance car to give some atmosphere to the store's campaign. The girls oversold their quota by more than $500.00.

GEMS OF HUMOR

Mrs. Brown: "I've put your shirt on the clothes-horse, dear."
Mr. Brown: "What odds did you get?"

* * *

"How's your husband getting along with his bowling Mrs. Jones?"
"Very well, indeed! The children are allowed to watch him now."

* * *

In 1904 when girls did swim,
They dressed like Mother Hubbard.
But now, they have a different whim,
They dress like mother's cupboard.

* * *

"What's that building?" asked the stranger.
"That's the asylum for the blind," said the native.
"Go on, you can't fool me," said the stranger. "What's all them windows for?"

* * *

A lady who had engaged a new cook made a tour of inspection after she had kept her a week. She found a policeman locked up in the pantry. "How did this man get in here?" she asked severely.
"I'm sure I don't know," was the cool reply; "he must have been left over by the last cook.'t

* * *

Boxer: "I haven't nearly knocked him ou' yet, have I?"
Sarcastic Second: "No, but keep on swinging your arms and the draft might give him a chill."

* * *

The young man was rather shy, and after she had thrown her arms around him and kissed him for bringing her a bouquet of flowers, he jumped up and grabbed his hat.
"Oh don't go," she said, as he made for the door. "I didn't mean to offend you."
"Oh, I'm not offended," he replied, "I'm going for more flowers."

* * *

The reporter came idly into the office.
"Well," *snapped the editor.* "What did our eminent statesman have to say?"
"Nothing."
"Well, keep it down to a column."

* * *

Wife: "When I married you I didn't think you were a coward. I thought you were a brave man."
Husband: "So did everybody else."

* * *

Inspector: "Why isn't Constable Centaur of the Mounted Squad on duty to lead the military parade today?"
Sergeant: "He had a bit of an accident. He put his hand in the horse's mouth to find out how many teeth the horse had and the horse bit his hand to see how many fingers he had."

* * *

The young man was outside the park waiting for the girl. Tiring, he leaned against the railings which he discovered were freshly painted. Farther down the road he saw the painter still busy. Going to him he said indignantly: "Here, why don't you put "wet paint" on these railings."
"Hy, I be doin' that, hain't I?" queried the painter.

* * *

"My good fellow," said the dear old gentleman, "Are you aware that your newspaper is upside down? You're reading it the wrong way up you know."
The other stared at him with an intense and fishy eye.
"Yus," he said, "Yus--hic--I know I am, and let--hic--me tell you it takes a bit o' doin', too!"

* * *

Johnny: (buying ticket for New York).
Clerk: "Would you care to go by Buffalo?"
Johnny: "I don't know. I've never ridden one."

* * *

And an optimist, friends, is a man who thinks his wife has stopped smoking cigarettes when he finds cigar butts around the house.

* * *

"You look like a sensible girl let's get better acquainted."
"Nothing doing, I'm just as sensible as I look."

* * *

Wife: "Goodness George, this is not our baby. This is the wrong carriage."
Husband: "Quiet. This carriage has rubber tires."

* * *

Groom: "Did you make this cake, dear?"
Bride: "Here's the recipe. I clipped it from a magazine."
Groom: "Are you sure you read the right side. The other side tells how to make a rock garden."

* * *

"What happens," asked the science master, "when a body is immersed in water?"
Student: "The telephone rings!"

NEWS FROM GM MEN IN THE ARMED FORCES

GM Honor Roll Men In The News

Flying Officer "Chuck" MacDonald, a well known athlete around Oshawa a few years back, having played quarterback for the famous "Blue Devils" rugby team, is back in England and anxious to send his bomber thundering over Germany again. "Chuck's" big Lancaster was shot down in flames off the Swedish coast and he and his crew were picked up and spent the ensuing four months in a Swedish internment camp. He was one of seven fliers released in exchange for seven German air personnel. "Chuck", who holds the D.F.M. and D.F.C. is a veteran of forty-two raids over Germany and Italy and so anxious to get back into the fight that he cut his leave from five weeks to two.

Wing Commander Lloyd V. Chadburn, D.F.C., former leader of the "City of Oshawa" Squadron of the R.C.A.F., which is still under his command, was recently awarded the Distinguished Service Order. The 24-year-airman has destroyed eight enemy aircraft and damaged a German torpedo boat and destroyer. The citation covering his award of the D.S.O. has now been made public.

Golden eggs are laid in North Africa and when the hen that laid them can no longer produce, she is sold to the highest bidder, at somewhere around the $5.00 mark, according to a report received by the parents of Q.M.S. Harry Wood and published in the Oshawa paper. Sgt. Wood worked on the Buick domestic car line until 1938, when he went to England. He joined the army there in 1940 and is now stationed in North Africa. "The grain is not nearly as high or the yield as heavy as at home, due no doubt to the dry weather and short growing season." Says Q.M.S. Wood "practically all their food is canned, but taking everything into consideration the "grub" is not bad at all and we have a free ration of smokes, matches and the odd chocolate bar.

"You mention about the price of things at home. Out here money is of very little use. There is nothing to buy except a few eggs at 24c each, and the occasional chicken. We had one last night which cost 60 francs."

The letter concludes by saying that the Arab dress may be all right for the Arabs, but you gather that the sergeant is not crazy about their get-up.

Pte. W. Smythie McCullough's picture appeared in a local paper recently, on the occasion of his 24th birthday, which he celebrated overseas. Private McCullough, with the Ordnance Corps since July 1942, was formerly employed in the stock room at G.M.

Captain Leonard Knowles of the 11th Tanks, now in Italy, has been wounded. The cable contained no details. Capt. Knowles, who is the son of Charles Knowles of Aircraft, was in the official newsreels of the Sicilian operations.

G.M. AIRMEN'S REUNION overseas was marked by the taking of the above picture. All but three of the men from Oshawa shown above are G.M. employees on leave with the armed forces. The picture was taken at the Personnel Reception centre somewhere in England. These in the group are: Front Row—Sgt. Edward George Crawley, Sgt. Hayward Murdoch, and Sgt. Ralph Franklin Mechin; Centre Row—Sgt. Norman Clare Michael, Sgt. William James McIntyre, Sgt. Rene O. Gillett, Sgt. Myron Fetchison, and Sgt. Charles O. Thrasher. Back Row:—Flight Lieutenant Lesy, Pilot Officer William Fair, Pilot Officer Russell Wilson and Pilot Officer Keith Raby. Flight Lieutenant Lesy, in sending the photo, says: "The only thing short here is the mayor."

Airgraph From Sicily Lauds GM Gun Tractors

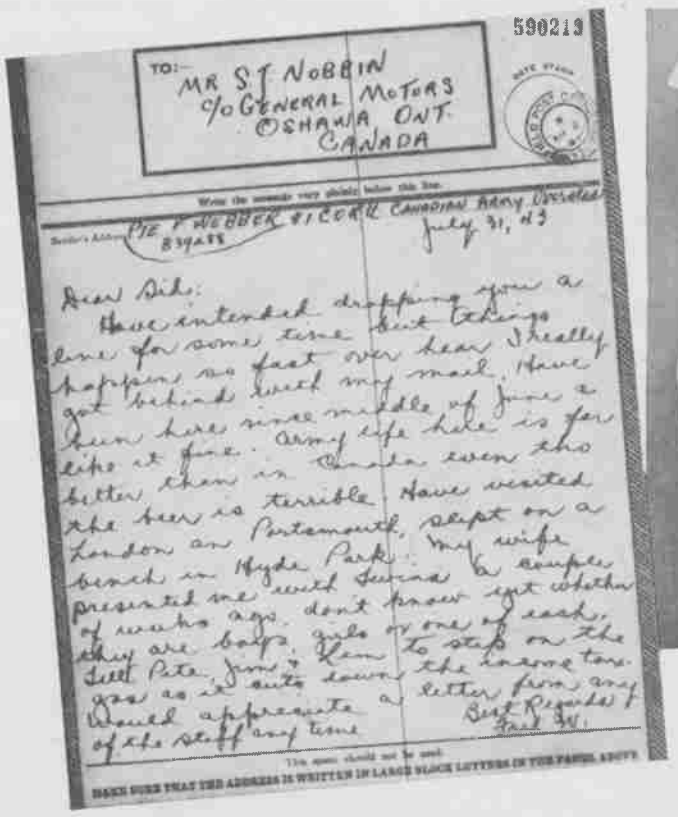
Former Truck Line Man Now With Mediterranean Forces

"Our G.M. trucks sure took a lot of punishment here in Sicily, because the roads are not paved and the going is particularly bad in and around the mountains. I rode from Mount Etna back to Lentini in one of our 8440 gun tractors and it sure got us there, even though these roads were blown to pieces". So writes Gunner Stanley Sargeant, formerly a stockman on the Truck and Commercial line at Oshawa, who urges his former work mates to "keep those Chevs. rolling."

Gunner Sargeant, is the first G.M. armed forces man to send us an airgraph from the second front during a rest period after Sicily had fallen. "I haven't received "The Front Line" for a long time because we have been on the move so much lately that I guess it's still trying to catch up with me. The last one I received was very welcome because it had the address book with it, which we all think is a very good idea because we can find out where a lot of our chums are located."

ENGINE PLANT WORKERS in the armed forces are Sgt. Hilda D. Lemon, left, formerly of the Walkerville accounting staff, who is now in the wireless telegraphy division, R.C.A.F. (W.D.) On a recent visit to the plant, she says: "There is always plenty to do in the air force. Every minute is taken up with work which is entirely new and different. I like it fine". Cpl. William L. Oliver, R.C.A.F. (right) wants to know, according to his recent letter, "How are all the boys at the shop?" Perhaps some of his former workmates will accept a suggestion and write to the Corporal. He says: "We have a good many G.M.C. cars at the station and the men think as I do, that they are O.K., and do their job fine." Corporal Oliver was formerly in the crank-shaft department, and hopes to be seeing everybody there again soon.

GM SOLDIER HEARS OF HIS TWINS — HASN'T SEEN THEM


590213
TO:-
MR S.J. NOBBIN
C/O GENERAL MOTORS
OSHAWA ONT.
CANADA
PTE F. WEBBER B.34455 R.C.O.R. CANADIAN ARMY OVERSEAS
July 31, 43
Dear Bib:
Have intended dropping you a line for some time but things happen so fast over here I really got behind but my mail. Have been here since middle of June & like it fine. Army life here is far better than in Canada even tho the beer is terrible. Have visited London an Portsmouth, slept on a bench in Hyde Park, my wife presented me with twins 6 couples of weeks ago. don't know yet whether they are boys, girls or one of each. Well Pete, Jim & Ken to step on the gas as it outs down the income tax. Would appreciate a letter from any of the staff any time
Best Regards
Fred W.
MAKE SURE THAT THE ADDRESS IS WRITTEN IN LARGE PLAIN LETTERS IN THE PANEL ABOVE

HERE THEY ARE PRIVATE WEBBER, one's a boy Frederick on the left, and the other a girl Carolyne, on the right. They are pictured here with Nurses Cheeseborough and Redman at the Oshawa General Hospital. We thought you would like to see this picture, so we obtained permission from the hospital and your wife to oblige you.

GM Aircraft Division Have A Corn Roast

130 From Department 90J Enjoy Community Singing and Dancing

A most successful social gathering was held on Friday evening at Barnhart's Pavilion at Oshawa-on-the-Lake when the employees of Department 90J, Aircraft Division held a corn roast and dance.

The evening began with community singing in the Pavilion. The words were thrown on the screen and everyone really got into the spirit of the fun, to the accompaniment of the accordian and piano in the able hands of Harold Garner and Dave Jenkins. Pat McAdam led the singing.

Pat Kelly and his committee of Ruby Norton and Ross Glover, all dressed in white coats and hats, prepared the corn on a specially constructed stove on the beach in front of the pavilion. After the sing song, the crowd, numbering 130 gathered, and in an orderly fashion received the corn, which incidentally was well buttered, and did full justice to the efforts of the chefs. After the corn there was dancing and games in the Pavilion. Perhaps the most amusing item was the square dancing and a prize was awarded to the best set.

During the dance the crowd was entertained by variety numbers including the 90J Girls' Glee Club, Molly Ainsworth conducting and Stan Locke at the piano, the 90J Male Quartette, Cy Crozier 1st Bass, Hughie Espie 2nd Bass, Bill McCullough 1st tenor, Pat McAdam 2nd tenor.

A lucky draw was held for ten valuable prizes and the evening came to a close at 1.00 A.M. with the singing of God Save the King.

The Committee in charge of the affair was composed of W. A. McCullough, Dept. foreman, Sid Plowright, Hughie Espie, Pat McAdam, Pat Kelly, Ross Glover, Marietta Booth, Olive Brown.

A MILITARY WEDDING of interest took place at Suffield Alberta Experimental Station when LAC J. L. MacIntyre of Tate, Sask. and Kathleen Anderson of Viking, Alberta, were married by the padre of the station, Captain Hammett. The groom before enlisting two years ago, was employed at General Motors Branch, Regina.

A word or two about women and the role we can play. In this struggle—the like of which has never been known before, and pray we may never know again, our deprivations, generally speaking have been of a minor nature. In fact for many of us the war has brought wages and pleasures, hitherto unavailable. To many of us the bloodshed and terrible killing taking place in other parts of the world seem far away. We complacently tell ourselves, "it can't happen here." We become something of a remote onlooker. But it can and might happen here. Our foes are far from overcome yet. The intense recruiting drives, the continual challenge to war industries to "speed up", "top last month's record" are sufficient reminders that we are not out of the woods yet.

Men, and still more men are needed. And women are needed. Our Government has not yet been compelled to put women into the fighting lines. But every woman that assumes a man's job in a factory or enlists in one of Canada's Women's Forces, releases a man to take a place in the fighting line.

The Canadian women's response to Canada's call for womanpower has been splendid. But still more are needed urgently.

This, understand is not a plea to rush willy-nilly to the nearest recruiting office. We wouldn't presume to such an extent. But just one more thought. Think what the future of women in a conquered Canada would be. Do all you can. Whatever you can. Wherever you can.

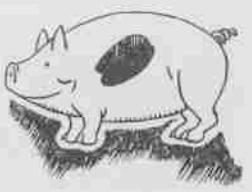
THE OLD AND THE NEW in what the well dressed woman in industry wears at her work is shown above. The girl on the left did her bit in the last war attired in the practical jumper suit with a bustle effect. The girl on the right, Miss War Worker of '43, in the person of Miss Frances Wurl, in the uniform officially selected in the Pontiac Motor Division for all their women production workers. The uniform is one-piece, of modern and simple construction, in steel-blue bomber cloth. Note that the shoes and hat are of the latest style for utility and safety in factory work.

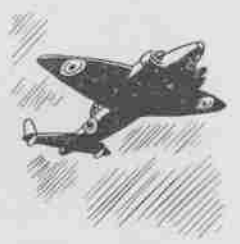
A *Dash With The Trash*

It's an old story to hear of Oshawa husbands forgetting their particular garbage collection day. We're all heard of wives who either have to do the job themselves or else cram two week's refuse into containers that were only meant to hold one week's.

But a GM office executive has solved the problem. On leaving his home for work one morning, he remembered to his consternation that it was garbage collection day and the truck had come and gone, without his garbage. Our young man piled the three cans in the trunk of his car, and took chase. He caught up with a truck, but not the right one—it's a coal truck and won't have anything to do with either driver or cargo. He finally spied, after quite a chase, the right truck, but nothing doing, the driver told him; they've passed his house and he's just out of luck. Even loud jingling of silver in his pocket had no effect on the adamant driver and his helpers. However, our friend is far from beaten. On returning to his home, complete with trunkful of garbage, he noticed that the collection had not taken place on one of the side streets he was passing. He backed up his car to the curb in front of a house, deposited his three cans with those of the householder on the boulevard, and happily went to work. On his way home for lunch, he stopped, loaded the empty cans back in the trunk, deposited them at his own back door, and smilingly told himself and his wife "there's more than one way to skin a cat."

Mary's Mascot





A little pig
only two inches
from nose to tail.
Carved in wood.
Mary gave him to me
before I went
to England
Long—long ago
the day she and I - -
Bless her - -
but never mind.
He's lived here
in my pocket.
ever since.
Over Germany . .
over France . . .
over Italy . . .
over Tunisia . . .
my little pig
goes with me.
He mounts the sky
like a bird.
He rides the storm
without a murmur.
He dodges the flak
like a half-back
with
A-ah . . .
here comes a Hun . . .
there goes a Hun
where all bad Huns
should go.
Mary - lovely Mary - -
your little pig
has done it
Again.

Good-Bye In Verse

B.C.I. is sorry to lose Dan Kane who has left us to join the Army. In his honour, about forty members of the office staff enjoyed an evening of fun at the Dominion Golf and Country Club on Wednesday, July 21st. Dan was the happy recipient of a signet ring and identification bracelet presented by Mr. Nott. Also, a fountain pen from the B.C.I. Social Club was presented to Dan. He has shown his appreciation in the following novel way:

"When You Gotta Go, You Gotta Go"

I hear "B.L." and Gerry "C,"
Done organized my party;
So to you both from "soon gone" me,
Thanks loads with all my heartie.

And for the words that were "Nott-made,"
I'm certainly most thankful,
And thanks for drinks before me laid,
I really got a tankful.

The gifts were just the very best,
They're both appreciated;
But where, oh where is the all-steel vest,
So I won't get perforated.

Goody-by Material Control,
Accounting too, and buyers;
"Bye Engineers, so-long Payroll,
And all ye B.C.I.-ers.

In your rummy game, at coffee times,
Or when out gettin' "Wacky;"
Remember the guy with the silly rhymes,
He'll be thinkin'of you—in Khaki.

D. J. Kane.

Something To Eat

"Dagwood" of comic strip fame is always delighted when he comes home and finds meat balls for dinner. He

(Continued on page 11, col. 1)

GM DEALER FROM WINGHAM, Ontario, Mr. A. M. Crawford was in Oshawa for the celebrated Bowling Meet. His team finished in the top brackets, being in the running for one of the prize positions until the last end.

AMONG THE BOWLERS competing for the General Motors Gold Cup Trophy were employees Walter Lynde, Wm. Preston, James Bryce, Everett Jackson, Walter Kilburn, Sam MacMillan, A. G. Coppin, Geo. Blow, W. L. Pierson, James McCutcheon, C. R. White, Bert Keele, K. R. Goodman, Bob Finnie, N. Thomas, Lyle Wilson.

GOLD CUP WINNERS for 1942 and 1943 are here shown with Presi. dent R. S. McLaughlin of General Motors, who donates the cup. Left is H. B. Rosenear whose team from Port Hope won the coveted cup for this season, and right, E. J. Goodman of Oshawa, who skipped the rink which won the cup in 1942.

Good Golf Season At Regina Industries

Many Golfers Compete For Top Prizes; Winner Is Jack Bienes

The 1943 Regina Industries Golf Tournament has been successfully concluded with many enthusiastic golfers participating in the weekly rounds arranged for by GORDON BEATTY Saturday mornings throughout the season. Special privileges were granted by the Regina and Wascana Golf Clubs for the participants, who turned out close to full strength for every tee-off.

JACK BIERNES, the dark horse and ex-pro from Winyard's big city golf club, came from away behind, hit his old stride again, and captured the works. Checking with the also-rans, we found that there was no hard feelings. When asked how he did it, he said, "There is really nothing to it. Just get a good handicap."

JACK ELLIOTT was disturbed in the middle of a No. 5 iron shot on the 9th one Saturday morning when the stork flew over with his name on the hammock. HARRY TREW, who has also been heavily weighted down with a newly diapered responsibility, says the event upset his game.

CHARLIE BARTON AND ART BRADSHAW got up half an our earlier every Saturday morning and raced to the Clubhouse only to find that all 5c and 10c balls had been sold out.

Other features of the season in brief were "Lefty" Love's style, George Soutar's folding up, Logan and Ursel's lost pants, Gomer Jones and Fred Wood handicap troubles, Charlie Burns' figures, Joe Buck on the railroad track and Al Forbes' barrel boxing technique. Reports from Regina say that everybody had a lot of fun.

OUT ON TOP of the main office softball league at Oshawa were the "Engineers" shown at the left above and the Purchasing Department Nine on the right. Engineers shown left to right, bottom row are: Harold Brown, Don Batten, Bill Matthews, Earl Lince, Harry Charters. Middle row: E. F. Armstrong, George Price, Harry Osborne, Ray Way, Joe Flynn, Earl Trew, A. A. Maynard. Top Row: Ross Drew, O.S.L. Committeeman; Bill Harmer, O.S.L. Secretary; Joe Narbonne, O.S.L. Committeeman. Absent, Orv. Petre. The Purchasing Lineup: Top row: Harry Nobes, E. Disney, Carl Gamble, Gord Attersley, Wilf Hanley, Norm Attersley, E. B. Vesey. Bottom row: Andy Lawrence, Bill Trewin, Merle Corrin, Bill Handzuk, Al. Tyson, Art Petre, Shorty Reynolds, Ray Petre (bat boy). Absent: Gord Morrison, Bob Schute.

Closing Day October 2 For All GM Golfers

Hockey Player Also Proves Stellar Performer on Fairways

Members of the General Motors Golf Association will play host to all G.M. golfers who have participated in club invitation events during the past two or three seasons, at a closing day tournament and dinner on Saturday October 7th.

Prizes for the finalists in the Spring Summer and Fall Tournaments will be presented, along with the usual special prizes for the events of the closing day. A musical quizz and other features have been prepared by the closing day committee and it is expected that a good turnout will be on hand.

Bill Eziniki, in addition to winning the Oshawa Club Championship came out on top in the spring General Motors tournament, and the annual president's trophy handicap. Finalists with Bill in the three tournaments were Bob Bell, Elmer Dixon and Ev. Coedy. In the midsummer G.M.G.A. tournament, Bus. James was the winner with Ev. Coedy the other finalist. At time of writing the final matches in the Fall G.M.G.A. tournament and the General Motors Cup meet which is open to all Oshawa golfers, had not been played.

Play Final Series In Oshawa Softball

Seriously Injured, Jack Carter Now Reported Out of Danger

After an exciting season when any one of the eight teams in the M.O.S.L. might have wound up in the top playoff position, the league finally settled down to a three out of five final series for the title between the Purchasing and Engineering nines, with Purchasing favored to win.

Many past greats in the Oshawa baseball field and other present hopefuls were among the players who reached the finals. Al Tyson, half of the famous battery of Dainty and Tyson, who thrilled Oshawa ball fans in the '20's catches for the Purchasing team. Art Petre, another stellar infielder of the same period and Carl Gamble of the '33 Oshawa Juniors, Provincial Champions, are also of the Buyers' lineup. Dutch Osborne of Engineers, was a professional ball player in his day. Making baseball history around Oshawa in the past two seasons are Bill Trewin and Joe Flynn, who are both members of the Provincial Champion Oshawa Colts team, while George Price, Don Batten and Earl Lince, are all active players in Oshawa's best soft ball circles.

The only set-back to an otherwise successful season, was the serious injury sustained by Jack Carter, first baseman of the Payroll team, who contracted an arterial thrombosis as a result of an accident, sustained when he slid into the spike at second base. Jack was in the hospital for three weeks before his chances of recovery became certain. One of the most popular men in the main office, where he is very well known, Jack's doctors and family were beseiged by requests for information concerning his illness. Fans will be pleased to know that Jack is now thought to be out of danger and is expected to leave the hospital soon.

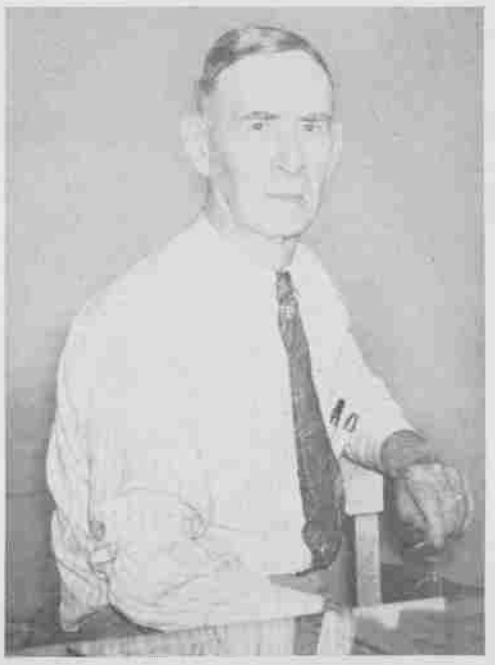
FINALISTS IN REGINA Service Men's Soft Ball League was this team made up of R.I.L. ball players. They lost out to the Air Force in the City finals after a season in which they well merited the support given them by R.I.L.'s employees. Left to right they are: G. Newmiller, 3rd base; A. Rittinger, 2nd base; G. Lightbody, 1st base; J. Moser, short stop; S. Radu, pitcher; J. McRadu, catcher; Zimmerman, field; W. Dalton, short field; A. Ault, manager; M. Rawlick, field; N. Molley, field.

GM People in Pictures

G.M. PIN UP GIRL, recently selected for approval of G.M. employees, men of course, is Frances Rafferty, who starred in M.G.M.'s "Girl Crazy". Do you approve? Incidentally, it is a good thing that there is no place for Frances' picture to be hung on the assembly line.

A VETERAN RETURNS to an active job in the prosecution of the war. He is Lt. Col. Norman S. Edgar, who came out of retirement to do his bit in the Gauge Room of Regina Industries. He is shown above handing a thread gauge to Helen Foss. Col. Edgar thinks there is more than one way to fight in a war. He has a son who is a Squadron Leader in the R.C.A.F. overseas.

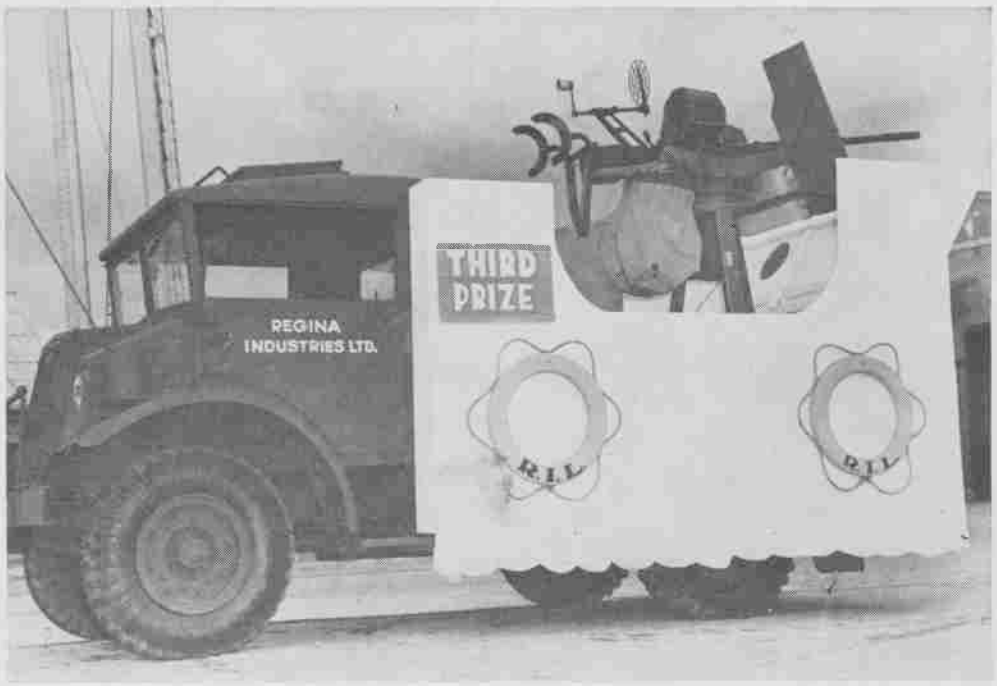
WELCOME CHEQUES for War Charities were recently presented by the Women's Auxiliary of the Automobile Workers local to four different deserving funds. Leading the list was a cheque for $1,200.00 on behalf of the Auxiliary to be used in purchasing a fully equipped Red Cross Mobile Canteen. G.M. employees and employees' wives shown at the presentation ceremony are: Mrs. D. W. Henderson, Mrs. M. Maine and Mrs. G. Slater (seated). Standing left to right: Mrs. J. Smith, Mrs. M. Button, Mrs. Barrow, Mrs. W. Lynde, Mrs. J. Hurst, Mrs. D. Jones, Mrs. T. Thomas, Mrs. J. Pickup, Mrs. G. Williams, Albert Elson and Alex Christie.



ENGINEERS' PRESIDENT. The Windsor Chapter of the Institute of Power Engineers of Ontario recently elected C. T. Morrison, Walkerville Engine Plant engineer as president for the coming year.

THE ALCHINS, Father Bill, daughter Opal are both G.M. employees. Bill, Jr., recently graduated as a naval officer. Patrons of favourite ice cream parlors in Oshawa will remember the "Savoy" formerly owned and operated by the Alchins.

FRENCH RIVER FISHING, according to some of the boys in the Purchasing and Engineering departments at Oshawa is a lot of fun. Here a group of them are shown around camp with two fish as on the spot evidence. Left to right they are: Harry Stickles, "Shorty" Reynolds, "Bunny" Robertson, (who swears he caught the fish when none of the other members of the party are within hearing), C. McIntyre, and A. Boor of the Munroe Auto Equipment Company. Other members of the party were Russ Gauge, Ed. Armstrong and Bill Trewin.



THIRD PRIZE winner in Regina Exhibition Travellers' Day Parade was this float from Regina Industries Limited, showing single gun mount in nautical setting. The award, amounting to $10.00 was turned over to Employees' War Chest Fund. The product on the truck is familiar to both Oshawa and Regina GM people who have been engaged in Oerlikon gun mount manufacture.